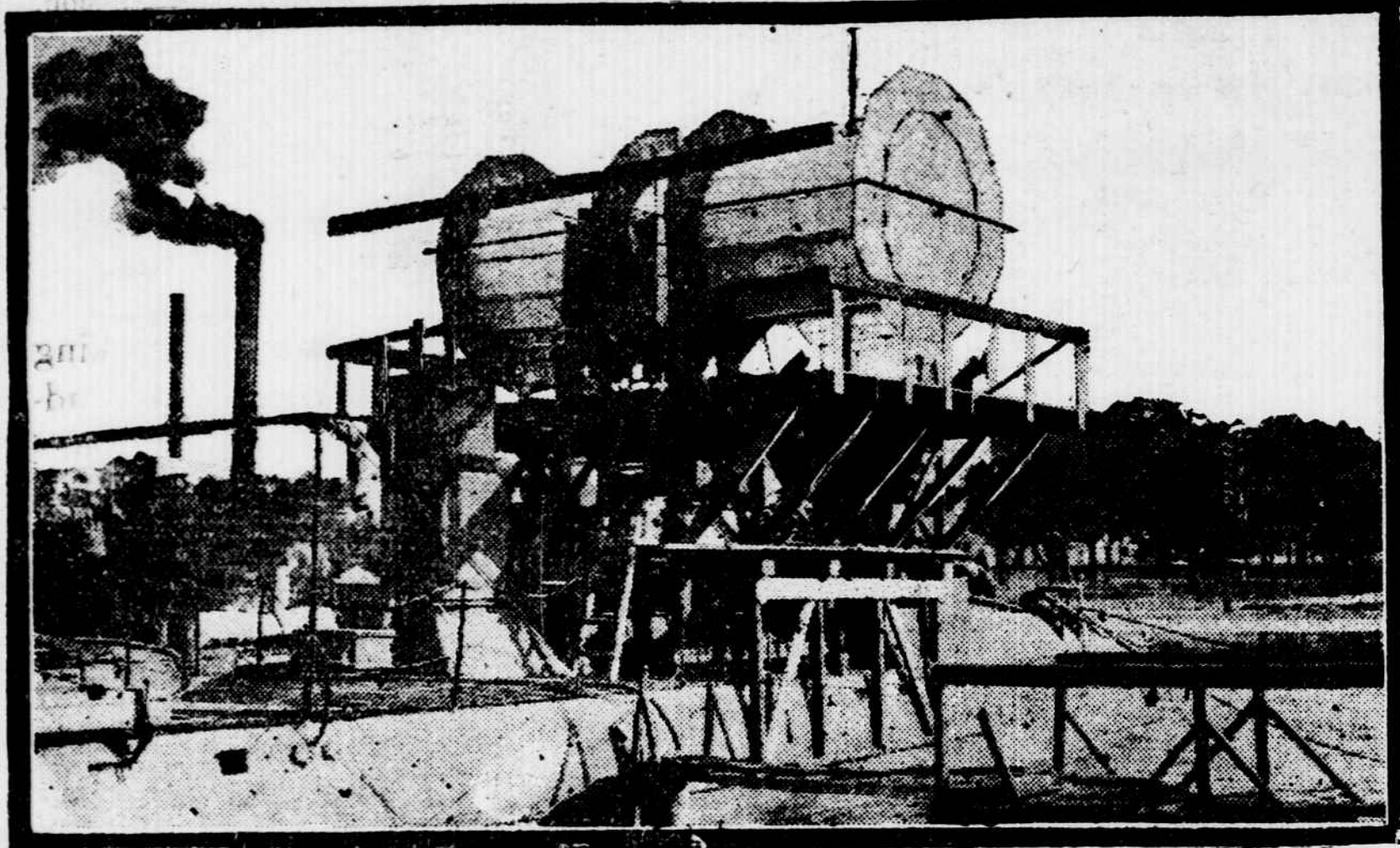


RECEIVED ITS FIRST TRIAL AT ANNAPOLIS.



FLYING MACHINE DESIGNED BY REPRESENTATIVE BUTLER AMES.

LIFTING POWER TEST
OF AMES' AEROPLANERepresentative in Congress
Designs Machine for Use
in Naval Warfare.

ANNAPOLIS, July 23.—The airship invented by Representative Butler Ames, designed, it is said, to determine its possible availability for use in naval warfare, had its first preliminary test from the platform constructed on the quarter-deck of the torpedo boat Bagley yesterday afternoon.

The way the craft behaved was pronounced satisfactory by the inventor and those interested in the experiment.

"I do not propose to make a flight in my machine either over land or on water," said Mr. Ames, in discussing his plans and the tests to be made while at Annapolis. The machine was brought

here, he said, primarily to experiment as to its lifting power and to determine upon the size of the propeller, that will be needed for its successful manipulation. While here it is stated that the Navy Department instructed the Naval Academy authorities to give Mr. Ames all assistance necessary for the purpose of the tests. That was why the torpedo boat was sent from Annapolis to the Washington navy yard and fitted out with a ten-foot platform across her quarter-deck. Lashed to this platform the novel craft was brought to Annapolis.

Resembles Two Huge Spools.

Mr. Ames' ship is a very queer-looking object, quite different from the aeroplanes or other forms of airships in which successful flights have been made throughout the country. It has the appearance of two huge spools, or, as the inventor calls them, drums. These drums are constructed entirely of strong canvas, with steel bar supports, and are placed almost side by side, the distance between them being only about three feet. Just below the seat for the operator of the machine, and the motor is also located there. The peculiar-looking object has attracted much attention since its arrival, particularly among the naval officers on duty at the Naval Academy, who are interested in the experimental tests.

The first of the preliminary tests took place aboard the Bagley yesterday afternoon. The vessel steamed out into the bay against a fairly strong head wind from the southwest. There were on board the

boat in addition, to Mr. Ames, Capt. Walter F. Worthington of the navy, head of the naval station here, Capt. Frank W. Bartlett, head of the department of marine engineering and naval construction at the academy, both of whom are deeply interested in the success of the machine, and a number of other junior officers on duty at the academy.

Test of Lifting Power Only.

As Mr. Ames explained, the whole theory of his machine is that the force of the driving power of the propeller causes the ascension of the craft by the revolutions of the drums. This much of the capabilities of the machine was strongly noted in the test yesterday afternoon. The airship remained lashed to the platform, as it will be throughout all of the tests, and the lifting power was noted through the tugging at the lashings. The machine not only lifted its own weight in this way, but also additional weights in the form of bars of lead which were attached to it.

Since the arrival of the airship here many citizens of the town have been attracted to great enthusiasm, and a number of persons gathered along the river front, believing that the representative aviator would make a flight across the river, but they were sorely disappointed. In the tests the motor of the airships was controlled by the dynamometer, which he expressed in that first speech when he was a lad of twelve. "This fact, in itself, is an indication of Mr. Ames' fitness to command the complete and unquestioning loyalty of every British Tory."

THE
BRITISH
CRISIS

LONDON, July 23.—Arthur James Balfour, leader of the opposition in parliament, captain of the conservative party, and the political head of the Cecil family, is the incarnation of all that one has been taught to believe goes to make up an English gentleman.

As a matter of fact, he is not English at all, but Scotch. He was born in 1848, in a house hard by Castle Douglas, where the sad tragedy of Mary Queen of Scots was enacted. On one side lies the picturesque slope of the Lamemoor, and on the other the banks of the Firth of Forth, which flows toward the North sea, to be seen in the distance. It has been said that this birthplace, with its historic and aristocratic traditions, has had much to do with shaping the intellectual personality of the great Tory statesman.

Mr. Balfour is a strange combination of a strong man of action, positive and determined, and a dreaming philosopher, never quite sure of anything. These traits may have come to him when he breathed in the Scottish mists and grew up with tales of romance and strength, stories of mysticism and fatalism.

But if he owes his mental makeup to his Scottish birthright, it is certain that he owes his political prominence to the fact that his mother was the second Marquis of Salisbury. Mr. Balfour's mother, before her son was out of kilt, began to train him for the public service in that practical fashion practiced only by British women of the "ruling classes."

From his time as prime minister, he succeeded in that first speech and held that position until the liberal party returned to power. From his time as prime minister, he succeeded in that first speech and held that position until the liberal party returned to power. From his time as prime minister, he succeeded in that first speech and held that position until the liberal party returned to power.

XVIII.

Balfour, Leader of
the Opposition.

By

FREDERIC J. HASKIN

He continued to do nothing, until 1870, when he went to the Berlin congress as secretary to his uncle, who, with Disraeli, represented England. There he acquired a taste for foreign politics, and began for the first time to show promising signs of a career.

When he returned to England he created a great stir, and made a considerable name for himself, but not in politics. He published a book entitled "Defense of Philosophic Doubt." For this he was denounced as an atheist on the one hand and lauded as a profound philosopher on the other.

But the dawn of his political career was at hand. He attached himself, with Sir Henry Wolfe, to the political fortunes of Lord Randolph Churchill, forming the famous fourth party, which, although it never had but four members, changed forever the current of British politics.

Lord Randolph Churchill captained the many adventures undertaken by the tiny party, while Mr. Balfour devoted himself to foreign affairs.

When the Irish question became vital, Mr. Balfour suddenly and without warning assumed the lead and made a terrible attack on the liberal government. He was hailed then as a man of rising power, and three years later his uncle, Lord Salisbury, then prime minister, took his nephew into the cabinet without protest.

He filled several minor places in the ministry, and in 1892 became the leader of the conservative party in the House of Commons. His party returned to power in 1895, and seven years later he succeeded to the premiership.

From his time as prime minister, he succeeded in that first speech and held that position until the liberal party returned to power. From his time as prime minister, he succeeded in that first speech and held that position until the liberal party returned to power.

GUN DEVICE TRIED

Failed to Prevent Discharge
Before Breech Was Locked.

OPINION OF GEN. CROZIER

Military Funeral for Victims of Fort
Monroe Tragedy.

SERVICES HELD UNDER TREES

1,500 Artillerymen March Behind

Procession of Caissons—Bodies

Shipped Away.

To the failure of a safety mechanism to operate when a sudden and powerful pull was given by an artilleryman in attaching the lanyard is now laid the responsibility of the accident which cost the lives of eleven men at Fort Monroe, Va., during the battle practice Wednesday.

Such is the conclusion of Gen. Crozier, chief of ordnance, United States Army, who attended the practice and who has been in touch with the inquiry made by the investigating board.

Never before in the history of the army had the device failed to work. The possibility of its occurrence was demonstrated, however, by Gen. Crozier himself shortly after the accident, by a test made of all the guns which participated in the practice.

In another gun in the ill-fated De Russy battery the device was found defective when Gen. Crozier applied unusual force, such as was never deemed necessary in tests and examinations.

Gun Pronounced "O. K."

Just before the accident the gun was pronounced by officers to be in proper condition. In April coast artillery officer, on inspection duty, reported that its premature explosion was beyond the range of possibility. Steps will be taken to improve the device.

"The accident occurred," said Gen. Crozier, "through the premature discharge of the gun. Interest now centers in the determination of its cause and the possibility of preventing future accidents from the same cause."

The gun was mounted on a disappearing carriage, and the firing mechanism is designed with the object of preventing the possibility of discharging the gun until after the breech block has been closed and locked and the gun shall have been tripped and shall have risen to the firing position.

As the men who were directly concerned with the handling of the firing mechanism were killed, it is only possible to arrive at a conclusion as to the cause of the accident by inference from what could have happened, coupled with such evidence as can be obtained from onlookers at a little distance from the gun.

Examinations Show Defect. "An examination of other guns of the same class at Fort Monroe, made after the accident, disclosed the fact that there was one gun which could be fired before the locking of the breech block by a sufficiently sudden and powerful pull in the proper direction upon the lanyard."

"The firing mechanism is somewhat delicate, because of the lack of sufficient space for the utilization of larger and more robust parts, but it was supposed to be sufficient to withstand all reasonable conditions of rotation and locking. The operations of loading and firing are conducted with extreme rapidity, in the praiseworthy effort to make a good time record, and it is a necessary consequence that the motions are made with great force and violence."

It is noted that the command to trip the pawls was given and the gun started to rise to the firing position before the breech block was pushed home. The gun was then fired, and the breech block was hooked, so that the man whose duty it was to hook the lanyard had to do it while the gun was in motion.

Testimony is to the effect that he had no difficulty in hooking the lanyard, and that he finally succeeded in getting it hooked just as the gun was about to fire. He was then struck by the explosion, and immediately took place. It is presumed that he inadvertently clung to the lanyard and was struck by the explosion, and that the neighboring gun with which it was tried, proved to be sufficient to defeat the safety object of the mechanism.

No Previous Failure Reported. "This particular model of firing mechanism has been used for several years; in drill and at target practice, and in the maneuvers of last year, and by hundreds of men, under the supervision of dozens of officers, but no instance of failure has been reported. At drill the primer only is used, without the use of the lanyard, and the danger of charge would mean only the harmless exploding of the primer. It would, however, be a serious matter if the primer report should occur. As his own safety and that of the men under his immediate command would be involved, it is entirely probable that no instance of failure has been allowed to escape."

"It seems likely that continued use of the mechanism has worn some of the parts to permit its failure, under the violent pull which was probably given by the man who was hooked."

All the mechanisms were tested for safety shortly before the firing command was given, and the results were in proper condition. It is probable that in testing the officers subjected them only to stresses which they considered such as they would be subjected to in actual use, and that the more violent pull which it is supposed caused the accident, and to which the mechanism has worn some of the parts, was not anticipated.

The bodies of the victims were removed from the fort to their homes in Phoebus today and will be interred tomorrow. Services will be conducted at the fort this afternoon over the bodies of Corp. Albert Bradford and Private Alfred W. Smith. Their bodies will be interred in the National cemetery.

Gloom hangs over Fort Monroe and vicinity. Everybody is talking still about the tragedy. Details of the accident which were not known outside of the post are discussed.

P. O. A. Camp Installs Officers. Officers of Camp No. 1, Patriotic Order of America, have been installed as follows: President, Miss Nora Groshen; assistant president, Mrs. Mary E. V. Shreve; vice president, Mrs. Emma Huel; assistant vice president, Miss Christina Thaler; conductor, Mrs. Marion Kerr; assistant conductor, Mrs. Verilinda Cummins; treasurer, George Webber; chaplain, Mrs. Edith Kapp; orator, Mrs. Flora Cheek; guard, Mrs. Catherine Talbot; sentinel, Mrs. Mary Newman; trustee, Harry Gibson, and pianist, Miss Alice M. Cleaves.

"Erratic Powder" Not to Blame. As to the statements appearing in certain papers to the effect that the accident was due to the use of so-called "erratic" powder, Gen. Crozier declared it absurd.

"Erratic powder," he said, "is so styled because it is found to be unreliable in power for velocity. One shot might carry above the target and another fall considerably short. Accordingly, it is condemned for service use."

"It is not more dangerous than any other, and had it actually been used yesterday, the ignition would probably have been irregular, and the disaster less appalling. Since Col. Townsley and every man and officer in the command were anxious to make a new record for hits, it is certain he would not have risked missing the target altogether. He had the least suspicion that the powder was not perfect."

As to the reports that the War Department had recently ordered some of the powder condemned, it was stated that the powder is almost constantly undergoing inspection, and a great deal is either rejected or condemned. The highest possible grade of powder is demanded.

Military Funeral Held on Fort Monroe Campus. NEWPORT NEWS, Va., July 23.—An impressive military funeral was given seven victims of the catastrophe in Baltimore.

BALTIMORE & OHIO R. R.

ARMY MANEUVER DAY

GETTYSBURG

SATURDAY, JULY 30.

Round Trip \$2.00 From Washington

SPECIAL TRAIN

Leave Washington 7:30 A. M. Arrive Gettysburg 11:40 A. M.

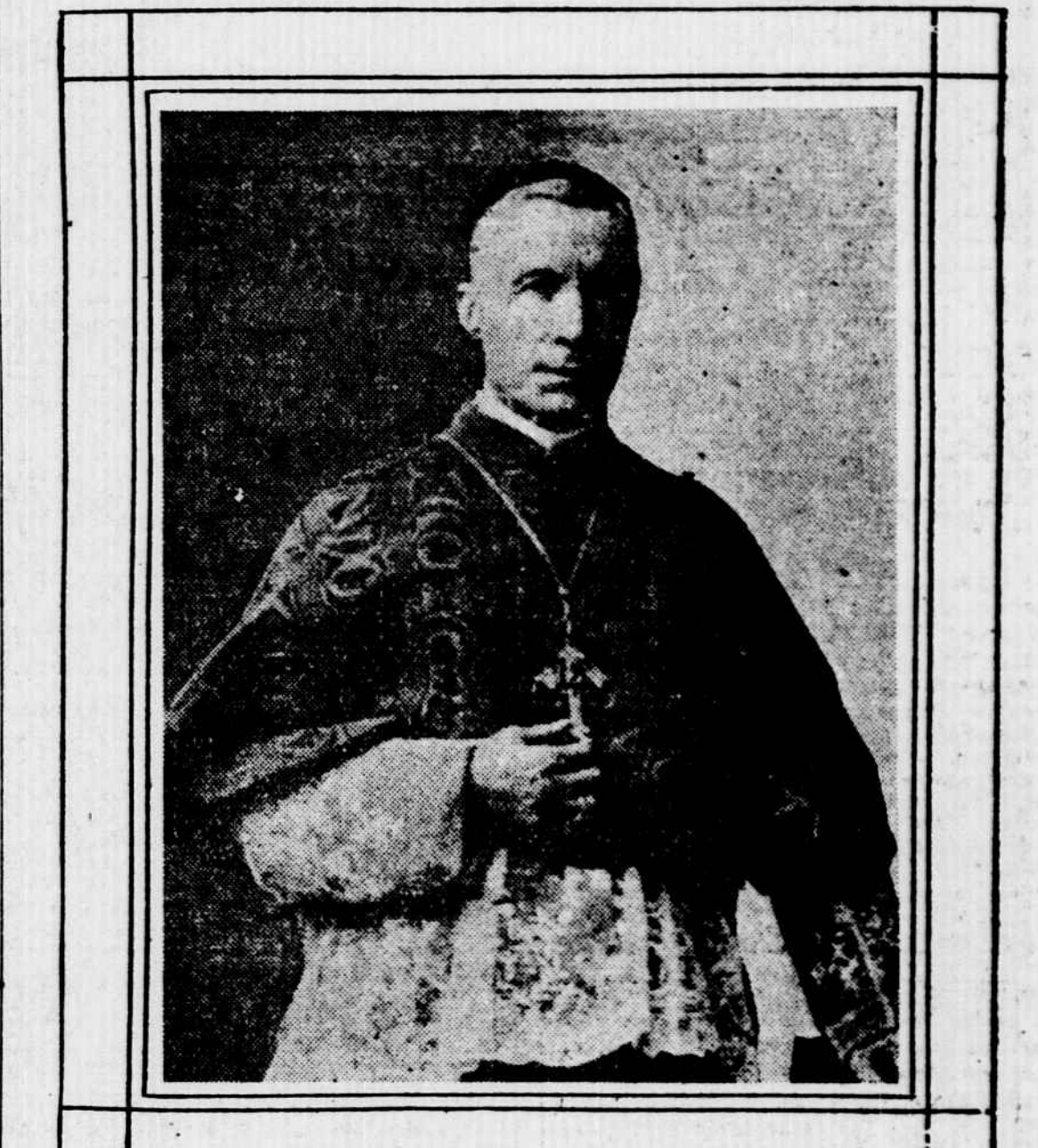
SAME RATE TO PEN MAR VIA SAME TRAIN

Returning, Special Train will leave Gettysburg 6:15 a.m. Pen Mar 7:15 p.m. same day.

For details apply Baltimore and Ohio Ticket Agents.

S. B. HEGE, D. P. A., 1417 G Street N.W., Washington, D. C.

HIS SEVENTY-SIXTH BIRTHDAY



CARDINAL GIBBONS.

(Bachrach Copyright.)

BALTIMORE, July 23.—Today is the seventy-sixth anniversary of Cardinal Gibbons' birth. He is at the home of Mr. T. Herbert Shriver, Union Mills, near Westminster.

June 30 was the forty-ninth anniversary of the cardinal's ordination to the priesthood, and the twenty-fourth of the conferring on him of the red beret of the cardinalate. This unusual event was observed by the cardinal at the home of Mr. Shriver with the celebration by him of a low mass.

Next year, it is proposed, a jubilee celebration in honor of the events will be held at the cathedral.

Many letters of congratulation from both clergy and laity have been sent to the cardinal. He is expected to remain at Union Mills until next week, when he will return to his residence here.

Cardinal Gibbons was born on June 30, 1834, at New York City. He was educated at the Holy Cross seminary, Baltimore, and at the University of Maryland. He was ordained a priest in 1857 and a bishop in 1889.

He has been a member of the National Council of Bishops since 1892. He was elected president of the National Council in 1908. He is a member of the American Academy of Arts and Letters, and of the American Philosophical Society.

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ALEXANDRIA AFFAIRS

Hot Weather Causes Exodus
to Summer Resorts.

FUNERAL OF JOSEPH CARR

Many Fire Companies Coming to
Convention—Stove Stolen and
Parts Sold to Dealer.

Special Correspondence of the Star.

ALEXANDRIA, Va., July 23, 1910.

Hot weather is driving many residents of Alexandria to country and river resorts. The outgo is at floodtide. During the coming month a number of ministers will leave on annual vacations.

Many there are who find it impossible to get away from their business for any length of time. Some manage to get away from the city on Saturday and stay over Sunday.

Outgoing Saturday trains and boats to the various river and country resorts are crowded. Evening excursion steamers are well patronized.

Stove Was Stolen. William Sisson reported to the police this morning that a stove was stolen from his scow on the river, then taken ashore and afterward disposed of to a junk dealer.

The representative of a dealer at whose place portions of a stove resembling that belonging to Sisson was found was cited into court. He testified that the parts had been bought as old iron, and that the concern with which

"A crowded house could not be drawn to Julia Marlowe today by dressing a dozen girls as Viola in 'Twelfth Night' and marching them through the streets placarded," says

PAUL WEST

—in writing of the theatrical advance agents' changing methods. He tells how this, and many other fantastic things, used to be done. Read

"Ahead of
the Show"

—in the next Sunday Magazine of

THE SUNDAY STAR

—which will also contain:
The opening installment of
"CYNTHIA'S CHAUFFEUR."

By Louis Tracy.

"TWO IN A TREE,"

By Amy Lyman Phillips.

"CATRINA,"

By Owen Oliver.

"SHORTY SPRINGS A
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